SPECIFICATION

Please amend the Specification as follows:

Please replace the third paragraph beginning on Page 1 with the following:

However, there are a variety of existing systems that indicate distress and/or vehicle disablement. In U.S. Patent No. 5,805,057 by Eslaminovin ("Eslaminovin"), which is hereby incorporated by reference, a vehicle can be disabled by a distress signal that is activated though a cellular phone. In U.S. Patent No. 5,926,086 by Escareno et al. ("Escareno"), which is hereby incorporated by reference, a vehicle is disabled through the use of a pager that can also warn the driver. However, neither Eslaminovin nor Escareno~~Escaereno~~ disclose the use of a wireless system to enable usage.

Please replace the second full paragraph beginning on Page 4 with the following:

Referring to FIGURE 1 of the drawings, the reference numeral 100 generally designates a block diagram depicting the vehicle ignition computer. The ignition computer 100 comprises a GPS Transmitter/Receiver 110, a wireless transmitter/receiver 120, a processor 130, a manual ignition system 140~~switch~~, an ignition system~~switch~~ 160, and a user defined usage 150.

Please replace the third paragraph beginning on Page 4 with the following:

There are two modes in which the ignition computer 100 operates: proactive and reactive. In a proactive mode, a user or owner can define specific parameters under which the vehicle can operate, thereby[[thus,]] allowing the user or owner to maintain overall control of the vehicle without the need to be physically with the vehicle. For example, if a parent is [[on]] out of town, the parent can remotely define a specific time and geographical area under which a child can operate the vehicle. In the case of the proactive mode, the ignition computer 100 utilizes a logical AND function. In other words, in terms of Boolean algebra, the user defined usage 150 and the manual ignition system 140 must both be TRUE.

Please replace the first paragraph beginning on Page 5 with the following:

There are a variety of other functions that can be associated with the proactive mode. The proactive mode can either be enabled or disabled based on user desire, geography, time of allowed

usage, and so forth. Examples of a particular enablement or disablement are the so-called "safe zones" and "unsafe zones." An owner or user can predefine certain geographical regions in which ~~there~~ the manual ignition switch would function therein without the need for a predefined usage. In other words, a key would turn the engine over in a safe zone. However, the processor can also be equipped to effectively be trained and to learn where safe and unsafe zones are located based on history. The processor 130 can crosscheck and historically compare the GPS-provided coordinates, the alarm system, and any other sensors that the car is equipped with to detect[[ed]] any potentially harmful scenarios. Essentially, the computer can "learn" what zones are safe zones and anticipate potential unsafe zones.

Please replace the first full paragraph beginning on Page 6 with the following:

Also, in the proactive mode there are a variety of other features that can be realized. No attempt to re-enable the vehicle using the manual ignition system~~switch~~ 140 can cause the processor to reactivate the ignition system 160. Also, the owner of the vehicle can [[']]"check up"[[']] on the vehicle by utilizing one of the wireless/broadband access technologies that utilize the wireless transmitter/receiver 120. To accomplish this, the owner calls the vehicle and authenticates using a private key. Once authenticated, the owner contacts the vehicle and asks for status. For example, if the vehicle processor is configured to utilize a cellular network, the owner can "dial" the vehicle. The vehicle can reply with a variety of responses, such as a longitude and latitude.

Please replace the first full paragraph beginning on Page 7 with the following:

However, in order for the ignition computer 100 to operate, a variety of connections should be made. The processor 130 is coupled to the GPS transmitter/receiver 110 through a first communications channel 102. The processor 130 is also coupled to the wireless transmitter/receiver 120 through a second communications channel 104. Also, the processor 130 is coupled to the manual ignition system 140~~switch~~ through a third communications channel 106. The processor is also coupled to the ignition system 160 through a fourth communications channel 112. The user defined usage 150 is coupled to the wireless transmitter/receiver 120 through a first wireless communications channel 108[[208]]. Moreover, any of the aforementioned communication channels would encompass wireless links, optical links, conductor cable links, packet switched channels, direct communication channels, and any combination thereof.

Please replace the second paragraph beginning on Page 7 with the following:

Referring to FIGURE 2 of the drawings, the reference numeral 200 generally designates the communication system for a vehicle. The communication system 200 comprises a vehicle 214, a wireless phone interface 208, a pager interface 206, a satellite interface 210, a radio/microwave interface 212, a computer network 204, and an owner/user 202. There are a variety of remote communications that can take place between an owner/user 202[[102]] and a vehicle 214. For example, in a proactive model, an owner/user 202[[102]] can remotely enable as described in FIGURE 1.

Please replace the first paragraph beginning on Page 8 with the following:

However, in order for any remote communication to exist between an owner/user 202 and a vehicle 214 there are a variety of connections that could be established. The user/owner 202 is coupled to the computer network 204 through a fifth communications channel 220. The computer network 204 is coupled to the wireless phone interface 208 through a sixth communications channel 222. The computer network 204 is also connected to the pager interface 206 through a seventh communications channel 224. The computer network 204 is also coupled to the other wireless communications interface 216 through an eighth communications channel 226. The computer network 204 is also coupled to the satellite interface 110 through a ninth communications channel 228. The computer network 204 is also coupled to the [[Radio]]radio/microwave interface 212 through a tenth communications channel 230. The wireless phone interface 208 is coupled to the vehicle 214 through an eleventh communications channel 232. The pager interface 206 is coupled to the vehicle 214 through a twelfth communications channel 234. The other wireless communications interface 216 is coupled to the vehicle 214 through a thirteenth communications channel 236. The satellite interface 210 is coupled to the vehicle 214 through a fourteenth communications channel 238. The radio/microwave interface 212 is coupled to the vehicle 214 through a fifteenth communications channel 240. There can be a single communications channel or multiple communications channels, as shown in FIGURE 2, to the vehicle 214. Also, the computer network can be any type of computer network including, but not limited to, the Internet. Moreover, any of the aforementioned communications channels would encompass wireless links, optical links,

conductor cable links, packet switched channels, direct communication channels, and any combination thereof.

Please replace the Abstract with the following:

A method, apparatus, and computer program are provided for remotely controlling the ignition of a vehicle. A variety of conditions can be placed on the vehicle for operation, such as time or geography, from a variety of remote wireless technologies. The ignition control system is also capable of effectively learning safe zones under which the vehicle can operate. Also, the ignition control system can cease operations upon request by an owner or law enforcement.